Newsletters will be issued during the months of February, May, August and November

Issue 02012013

Railroad Partners, Inc. Newsletter

Presidents Comments:

By Leland Stewart

As we start another year, it is time to prepare for another season of running on the rails. While there is a lull in "on track" activity, we should be going over our motorcars in preparation for the upcoming runs. Inspection and maintenance is crucial to enjoying safe and trouble free excursions. Take the time to thoroughly go over your motorcar to assure there are no safety or maintenance problems. Don't forget to inspect the running gear from underneath. While this is somewhat awkward, the wheels, brakes, axles, and chassis integrity is even more important than the motor.

Respect Railroad Property

A topic that needs discussion is our respect for the property of our railroad hosts. It should be obvious that we, as guests of the RR, would be respectful of the property and decorum of the host. However, this is not always the case and the actions of a few may jeopardize the welcome extended to the rest of us.

Recently, a NARCOA member was caught climbing on a locomotive during an excursion stop. The host RR issued a warning that if it happened again the

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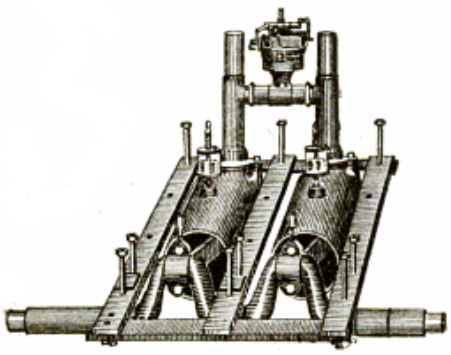
Push To Start:

By Leon Sapp

When we think of "Push-to-Start" today we probably expect to see a small round button on the control panel. A simple press of the thumb and the engine will start, ready to put into gear and take off. But, one hundred years ago the phrase would have had a much different connotation.

The first railroad motorcars did not have starters. In fact, most did not even have the familiar crank for today's poppers. The operator had to literally push his car, wait for the engine to fire and then try to jump on board before it left without him. There are some amusing stories of station agents looking out the Depot window to see a small, motorcar or velocipede go flying past with no one on board. Engineers would see something barreling down the track ahead of them and then disintegrate into a thousand pieces on the front of his locomotive. Unfortunately, there are also some not so amusing stories about individuals tripping while trying to push the heavy load and falling between the car and a trailer. Lost limbs and even a few deaths were the result. And yet the direct connected, push-to-start cars would hang on for well over fifty years with such famous brand names as Adams, Mudge and Rockford. The main reason was the extreme simplicity of the engine which was as nearly maintenance free as could be imagined. The axle of the car itself provided the crank shaft. A shot of oil in the crank pin cups at the start of the day and the crew was off. At least that was how it was supposed to work.



Direct-Connected Engine

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Visit Our Website
http://www.railroadpartners.

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excursions will cease. This type of activity is **unacceptable**. Our invitation as guests does not give anyone the permission to "roam" or get on, or in, any type of equipment or structure without the prior permission on the RR host and communicated by the EC.

Since NARCOA excursions bring people with non-railroad training into a professional, and inherently hazardous, railroad environment, we must all understand that our actions could be detrimental to our health as well as the future of NARCOA excursions. In addition to unauthorized access to RR property, we must also refrain from tampering or removing any items or material. It is very difficult to convince an operator to open their property to us and it only takes one incident to turn them off permanently. If you observe anyone acting out in these negative manners, take immediate action to call their attention to the infraction and urge them to cease and desist. In addition, make the EC aware so he can deal with the offender and, if necessary, the host to prevent a negative outcome for us all.

RPI Work Sessions

The last item I would like to discuss is the status of our lease with Capital Metro. As I mentioned in the last issue, RPI has requested the addition of the Giddings area trackage to our current agreement. This request has resulted in a delay of the renewal with the details are worked out. In the interim, RPI has obtained 60 day extension to the old agreement to allow us to operate on the Llano Branch while the new agreement is drafted.

As it stands at the time of this writing, we are anticipating 4 workday weekends on Jan. 26-27, Feb. 16-17, Mar. 2-3, Mar. 30-31. I'm reserving both days of each weekend for flexibility but I won't know for sure where the work will occur until the agreement is finalized. It will be very important to let me know if you plan to work on a given day so that I know who to contact as the final plan falls in place. I realize that this may be a bit confusing but until we have a final agreement I can't pin the exact plan down. In the meantime the dates must be set so that the insurance paperwork can be processed.

Please be patient and understand that this is a complicated process involving many people and there are simply things that I am unable to control. I will email the group as updates occur. If anyone has any questions, you are always welcome to give me a call.

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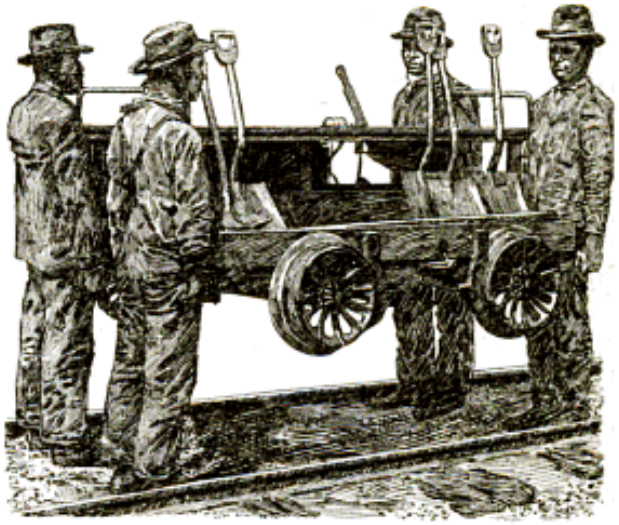
Management loved it. One of their biggest objections to motorcars in the first place was a distrust of the worker to be able to maintain it. One manager was quoted as saying that, *"the most complicated machine most of my men have ever operated is a butter churn and the explosive engine is only fit for making good working men lazy and dissatisfied with their station in life."* Making life easier for those working men was obviously not high on his list of priorities. We must remember that the old Steam Locomotive adage was, "A day on the road means a day in the shop." In management's mind, the motorcar was nothing more than a small locomotive to move men and tools around.

Anything that might require skilled, time consuming and expensive maintenance was not going to get very far in their budget plans. It was largely for that reason that during the first twenty years of motorcar history most were purchased by the individuals that used them, usually on a plan that required passing the hat at the first of the month to make the payments. The less complicated the machine, the lower the cost and usually the lighter the car. Rockford advertised its largest ten man car as weighing only seven hundred and fifty pounds.



Car and Tools Lifted Bodily by Four Men

Push To Start continued on Page 3

Presidents Comments continued from Page 3

My cell phone is 210-863-5397 or email me at poppermaker@gmail.com .

Meanwhile, check those cars out, buy your new insurance, and get ready to run. Don't forget the RPI Border Pacific run on Feb. 9 and 10. It will be a great tune up run and a grand start to 2013. Watch your emails for new announcements. I'm looking forward to seeing you all on the rails.

January 26, & 27, 2013 -- Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. or McDade, TX to near Giddings, TX – approx 23 miles RT. Actual location to be determined. **Contact EC prior to run**. This will be a cleanup ride. Sturdy shoes and long pants required. No tennis shoes. Mentoring available. Hyrails welcome. Fee: $25 membership to Railroad Partners, Inc. Trip information available atwww.railroadpartners.com . (EC) Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397. poppermaker@gmail.com , (EC in Training) Frank Glatzl 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412 glatzl@sbcglobal.net

February 16 &17, 2013 -- Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. or McDade, TX to near Giddings, TX – approx 23 miles RT. Actual location to be determined. **Contact EC prior to run**. This will be a cleanup ride. Sturdy shoes and long pants required. No tennis shoes. Mentoring available. Hyrails welcome. Fee: $25 membership to Railroad Partners, Inc. Trip information available atwww.railroadpartners.com . (EC) Leland Stewart 10057 Palomino Canyon Converse, TX 78109210-863-5397 poppermaker@gmail.com , (EC in Training) Frank Glatzl 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412 glatzl@sbcglobal.net

March 2 & 3, 2013 -- Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. or McDade, TX to near Giddings, TX – approx 23 miles RT. Actual location to be determined. **Contact EC prior to run**. This will be a cleanup ride. Sturdy shoes and long pants required. No tennis shoes. Mentoring available. Hyrails welcome. Fee: $25 membership to Railroad Partners, Inc. Trip information available atwww.railroadpartners.com . (EC) Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397 poppermaker@gmail.com , (EC in Training) Frank Glatzl 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412 glatzl@sbcglobal.net

March 30 & 31, 2013 -- Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. or McDade, TX to near Giddings, TX – approx 23 miles RT. Actual location to be determined. **Contact EC prior to run**. This will be a cleanup ride. Sturdy shoes and long pants required. No tennis shoes. Mentoring available. Hyrails welcome. Fee: $25 membership to Railroad Partners, Inc. Trip information available atwww.railroadpartners.com . (EC) Leland Stewart 10057 Palomino Canyon Converse, TX 78109210-863- 5397 poppermaker@gmail.com , (EC in Training) Frank Glatzl 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412 glatzl@sbcglobal.net

We would really like to have you write an article or two for future editions of our newsletter. You can pick any subject associated with motorcars or railroading. We would love to hear about the projects and/or improvements that you have completed over the winter months. You do not have to be an expert writer. You will get help along the way. Just contact Frank Hamadock.
frankhamadock@msn.com (210) 316-1883

Push To Start continued from Page 2

Fairmont would be one of the first to champion the disconnected engine and they would make much of the ease of operation in their advertisements. They went so far as to publish a cartoon in many Union Newsletters that spoke volumes to the working man. Yes, they might cost a bit more but the whole idea was to make life safer and easier, wasn't it?

COME ON!! PUSH HARD! A LITTLE FASTER AND SHE'LL GO!
OLD DIRECT DRIVE No 2
GEE-THIS RUNNING MAKES A GUY TIRED
WAIT! I'VE RUN A MILE NOW!!

Gosh!! The Old Handcar Was Better Than This.

WELL BOYS THE OLD GIRL STARTS 'EM WITH OUT PUSHING A DERN BIT!
CAN'T DO IT IN A YEAR WITH A DIRECT DRIVE MOTOR CAR
SAFETY FIRST
FAIRMONT

No Siree!! You Don't Have To Push a Fairmont

So, the next time that popper won't start on the first crank, or you need to buy a new battery for your motorcar, think of the old timer who would gladly step up and fill in for you and would probably give you one of those infamous Dutch Uncle lectures on what he had to go through just to get his old push-to-start car running.

Fredericksburg Shops continued from column on left

Fredericksburg Shops:

By Dean Mark

Around about the really late 1980's, my wife Debbie, and I were waist deep in our membership with the Orrville Railroad Heritage Society, (ORHS) (then Committee). We were enjoying being a part of major steam trips with the likes of the NKP 765, N&W 611 and 1218, to places like Pittsburgh PA.

By this time, I had retired from police work, and was occupying my time working for the Ohio Central Railroad, and for a friend that I had met through the ORHS, helping organize his warehouse. It was at this warehouse that I first came into close contact with motorcars. Seems Bob had one that he used to give rides at village events, on a short piece of track that was nearby. He was also storing another motorcar for safe keeping that belonged to a man that lived in New York.

One day, I was transporting some obsolete material to a storage building near the warehouse when I found these two motorcars inside. I spent a few minutes looking them over, as this was the first time I was ever up close to one. I then found Bob, and asked him about them. He told me his story of his involvement of being an operator and of taking care of others cars. He told me of the man that actually owned one of the cars. I knew the man by reputation, as a gruff, no nonsense kind of a guy, but I was determined that, even though I knew next to nothing about the car's themselves, and had no knowledge of the likes of NARCOA or MCCA, I wanted to own this car. A few days later, I was at a monthly meeting of the ORHS, when a fellow member was walking out, talking about taking a trip to New York, to play cards, and "swap lies", as he put it, with fellow retired New York Central employees that he knew. Knowing that the owner of my fixation was a retired NYC man, I interrupted and asked if indeed he would be seeing this man. He was surprised that I would put it together, but answered in the affirmative. I explained my interest, and asked if he would be kind enough to broach the subject of this motorcar with him. A couple of weeks later, I received a phone call from my fellow ORHS member, with contact information for the car owner. I called, we made a deal, and I was the proud owner of, as a noted Fairmont employee so eloquently observed," that piece of junk used to be an M-9-C."

After acquiring the car, we found that a couple of other ORHS members had motorcars as well, and that they got to run them on real, active railroad tracks, with permission, in a not so distant town.

They offered to help with my restoration, and the year long project took off. Stripping and painting, and fixing the car into a useable piece of equipment.
After buying the final expensive piece (to me, at the time) all I needed to operate this car was a coil from Pontiac Coil, for about $35.00, (and I still have that and all of the receipts for that car,) we were finally able to take the car to this railroad, and run it down the rails.

With the railroad being a modest operation, weeds were quite high, and my car being open, we were accumulating large amounts of "Hay" as I was calling it, as it built quickly on the floor pans of the car, into heavy bunches, that we continually had to reach down and gather and throw off of the car! With the proper instruction of running the timer and the car in general, I was off and running in the world of motorcars! As I have noted on several occasions, you could not have knocked the smile off of my face, with a sledge hammer!

Along about this time, I also became aware of, and a member of MCCA and NARCOA, and we started to participate in "sanctioned" runs, having a great time. We did develop a nick name, though, because of the open car. Seems that, even though the weather forecast would call for a sunny day, somewhere through the day it had a tendency to rain! We started to think we should lease ourselves out as "Rainmakers"!

After a couple of years of participating in area motorcar excursions, my friend Bob called me. Since I had gone further into the hobby than he was, would I mind if he gave my name and number to a friend of his, that was interested in exploring the hobby. About an hour later, a man by the name of Les King called me. We talked about what I knew of the hobby, and how to become involved.

Over the years, I would stop by Les', to chat, or to pick up some part I needed. On several of these, especially later occasions, Les would elude that I should "buy him out". I told him that I had no interest in doing so, and that he was providing a great service to the hobby, but, having been a police officer for so long, I did not think I would make a good retail operator. One day while I was there, Les sat me down in the office, and told me he was not sure what was going on, but he was having trouble with his vision, and he wanted me to seriously consider buying him out. I again told him I did not think I would

Fredericksburg Shops continued in column on right

Fredericksburg Shops continued on Page 5

be a good fit, and that I hoped for good news from his upcoming doctor appointments. A few weeks later, on a visit, he related that it was not good news, and that he did not want to leave the business for Cindy to have to deal with, and asked if I was interested in maybe part of the business, as he was not finding anyone that was interested in buying the whole thing. With this horrible news ringing in my ears, I told him I would consider it, maybe taking on the 2 cycle parts, as that was what I was most familiar with.

Over several weeks, we were able to put some financing together, and through many discussions with Les, we were able to purchase several "divisions" of Les king Motorcars. We also made arrangements with most of the other purchasers to operate the web site, and to retail their products through one business. This was the rebirth of Les King Motorcars, into what you now know as Fredericksburg Shops.

On March 17th, 2007, we opened our phone line, and began taking orders for parts. Over these six years since we took over, we have found new suppliers for parts, some because they were closer, or less expensive, and others to be replaced because they were going out of business. We had to find folks that were willing to make parts that Les once made in house, as we did not have the facilities that he had. We have struggled to find folks willing to make small quantity of items. We have taken on many new parts, because folks have asked for them, some being successful, others not so much. We developed great connections with the likes of Doug Heinmuller in Vermont, and Dan Brown in Illinois, and have since seen the loss to the hobby of these good men. We have learned that I can handle dealing with most folks in a retail environment, without having that police officer coming out of me, and saying "be reasonable, do it my way". We have struggled, and continue to do so, trying to keep items in stock. We are always working hard on being better about that. We are also hoping to continue to improve on our delivery times. I have loved the time I spend offering advice and instruction on the phone, or over the internet, helping newer members through things that I had to learn, in this hobby. I think this is the thing that I love most about what I do here. Being able to help others to grow from what I once learned.

So Debbie and I would like to thank everybody that has encouraged and helped us along the way, and for those folks that have been patient with us as we struggle to be better at this business for the good of the hobby. We hope to see you "On The Rails".

What Was Started As:

LES KING Motor Cars

New Parts For Fairmont Motor Cars
Fredericksburg Shops
209 Creamery Rd.
Fredericksburg, Ohio 44627
Phone; 330-465-0713 2PM-6PM, Eastern Time, most weekdays
Personal visit by appointment, only
Email: fredshops@earthlink.net

Has Now Become:

Dean Mark
Fredericksburg Shops
209 Creamery Rd.
Fredericksburg, Ohio 44627
Phone: 330-465-0713 2 PM-6 PM, Eastern Time, most weekdays
Personal visit by appointment, only
Email: fredshops@earthlink.net

Dean and Debbie Mark

Troubleshooting continued from column on left

Troubleshooting an ROC 2-cycle:

By Mike Businger

I've had my Fairmont MR19 for about a year and a half so far. And one thing I quickly learned - **these things can be really temperamental!** It runs beautiful one week, but won't start the next. This is what I'm dealing with now. So how did I go about figuring out what is wrong? I'm not an expert by any means, but here is how I went about troubleshooting my motor car. I will start with a little history first. From as far back as I can remember, I've always had a love of trains. Besides my speeder, I have a rather large N Scale model railroad in our 20×20 game room. I also have a full size 3-light railroad signal complete with 9 foot mast, ladder and platform which some day hope to get mounted in my back yard. After seeing several speeders on display at railroad museums across the country, I always wondered what it would be like to ride one on the rails. But it wasn't until I met Mike and Donna Harris at a model train show in Houston where he had his speeder on display that I realized it could be possible. He told me about RPI and NARCOA. For the next few months, Valerie and I would periodically look through the member sale adds on the NARCOA and RailSpeeders.com web sites and realized we could get a nice speeder without breaking the bank. In April of 2011, we contacted Leland and made arrangements to ride along on a work session in Llano. It's about a 5 hour drive from Llano to Frisco so we had a lot of time to talk about our speeder experience on the way back home. While Valerie enjoys riding on trains, I wasn't sure if she would enjoy a speeder as much as I would; they're noisy, dirty and sometimes uncomfortable. But I have to say I was quite surprised when she said she wanted to buy one. I didn't waste any time fearing she might change her mind. We arrived back home around 1:30 Sunday afternoon and by 3:30 had negotiated a price on my MR19 with a NARCO member in Ohio! All that was left was making the trip up to Ohio over the Memorial day weekend to pick it up!

OK, back to the troubleshooting. Although my speeder had been restored, it had sat a few years without being operated. Over the next year I worked out bugs as I found them. I ended up on the wrong end of a tow more times than I care to remember. It's a good looking car but operationally it didn't live up to my expectations. Which leads me to the second thing I learned about speeders; there are a lot of NARCOA and RPI members that are willing to help out a newbie when ever needed. I soon found the Yahoo Motorcar Maintenance group and started searching the files and photo folders.

I came across a series of documents by Dick Ray; "Why Won't It Run". They were just the thing I needed to get my feet wet on 2-cycle engine operation and maintenance. I keep a copy of these documents in my speeder bag in case I need a quick reference.

Back to the basics. A 2-cycle engine needs only 4 things in order to run; gas and oil mixture, air, spark, and compression. Of course, timing all of these to happen in the correct order is critical. I like to start with the easy stuff first; things that don't require me to remove any major parts. It's amazing how little things get overlooked and become the problem.

First we'll start with the quick and easy checks. One of the most embarrassing things to have happen is to be cranking and cranking your speeder starting handle and nothing happens, only to find out you're out of gas. First, always check the gas tank to make sure you have enough gas. I made a simple gas gauge out of a short length of wood dowel with notches cut to represent ½ and 1 gallon increments. I found a document online that someone had performed the calculations to determine how much fuel is in the 3 standard tanks sizes; 3 gallon, 4 ½ gallon and 6 gallon tanks. Since I have a 4 ½ gallon tank I cut shallow notches in the dowel rod and applied a coat of paint to help protect the wood. Now I simply remove the gas cap, insert my "gas gauge" and can immediate get a rough idea how much gas I have.

So now I know we have plenty of gas, the next thing I check is to make sure the ignition switch has been turned on. Sometimes in all the excitement of setting on and getting ready for a run, we prime the engine but forget to turn on the ignition switch. Your motor car is not going to start with the switch off, trust me! With the ignition switch on, slowly turn the crank and listen for two things; first the sound of the points on the buzz coil, and the air intake sucking in air. Even if there is a buzz, it doesn't mean you are getting a good spark, but for now, a buzz is good enough for the quick and easy checks. I then used my multimeter to check the resistance of the coil. The resistance between the PLUG terminal and the COM terminal should be between 3,000 and 4,000 Ohms. OK, so we have gas, the coil appears to be working, and while we were busy cranking the engine we could hear the air intake sucking in air.

The last thing to check is the timing level. To start our 2-cycle engines, the timing level should be re-tarted so the spark occurs after top-dead-center; the exhaust stroke. Most of our cars have a small metal plate indicating the proper starting position for the timing level. Every car is going to be different depending on how you have adjusted the level control rods, and centered the lever. My MR19 has an all-weather timer.

Troubleshooting continued in column to the right

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Troubleshooting continued from Page 6

According to my manual, the best spark is obtained when the gap on the timer points is set between 0.20" to 0.30". The timer must be removed in order to check the points but is a relatively easy process to remove.
Follow the service manual for your particular engine since there are several types of timers out there. I had replaced the timer points, spring and condenser a year ago so I felt they should be inspected and adjusted as needed. After removing the timer, I used a small piece of Emory paper to smooth and polish the points. I adjusted the points to the proper gap using a set of feeler gauges and made sure the point faces mated up properly when closed.
After adjusting the points, I installed the timer and readjusted the spark duration by tightening the adjusting screw on the timer cover to compress the rubber gasket until I had the proper spark duration. The correct duration can be measured along the outer face of the fly wheel. In my case the flywheels are 18" in diameter. I made a mark on the flywheel
when the coil started to buzz and a second mark when the coil stopped buzzing. The distance between these two marks should be roughly 5 ½ inches. Once the spark duration was set correctly, I checked to make sure the timer level was
centered. I had adjusted the control rods last year to center the timing so it shouldn't need any further adjustment, but I wanted to make sure I didn't over look anything. Centering the level involves adjusting the control rods from the timer lever to the actual timer itself. My MR car uses a double set of rods compared to a standard M9 or M19. First, there is a control rod from the timer level to a control shaft. From the control shaft, a second set of rods connect to the timer housing. I followed the instructions from Dick Ray's *"Why Won't It Run – VII Timing Lever Linkages"* article. In order to properly center my timer lever, I had to cut 1/2" off the end of the threaded rod and re-thread the rod. Once complete, with the timer in a vertical position, my coil starts to buzz 2 ¾ "before top-dead-center, and stops buzzing 2 3/4" after top dead center.
I then went on to check the wiring to make sure there wasn't a loose, dirty, or broken connection. A spray can of electrical contact cleaner quickly cleans any oil or grime from the connections. I made a couple of jumper wires with alligator clips that can be easily used to by-pass a suspected bad connection. I used one jumper wire from the negative terminal of the battery straight to the timer housing, a second jumper wire from the positive terminal of the battery to the common terminal of the coil, and a third jumper wire from the insulated terminal of the timer to the coil. These jumper wires by-passed the wiring in my car. Unfortunately, I still couldn't get it to start.

Troubleshooting continued in column to right

Troubleshooting continued from column on left

Since none of the quick and easy checks seemed to find the problem, I had to do a little more detective work. The easiest way to go about troubleshooting a non-starting engine is to break each of the 4 required items down one by one.
Let's start with the gas and oil mixture. I start at the back of the car and work my way forward. While you have the gas cap off, slide a small dentists mirror into the tank to see if your tank is rusty on the inside. Rust or other contaminant particles can quickly clog your fuel separator, fuel line or carburetor. The prior owner had the tank cleaned and lined with a tank lining material so it looks nice and clean inside. There was a small amount of sediment in the fuel strainer under the tank, most likely from filling the tank from a gas can. There wasn't enough sediment to cause a problem, but the glass bowl should be removed and wiped clean periodically anyway. Make sure the mesh screen is clean and the gasket is in good shape. If the gasket is hard, brittle or cracked, replace it with a new one so you get a good seal when the glass bowl is reinstalled. It's always a good idea to use a filter when filling the gas tank to minimize the amount of contaminants in the fuel system.
The second most embarrassing thing that could happen is not turning on the fuel valve under the tank. It happens! Check to make sure the valve is completely open. After opening the gas valve, you should see gas start to fill the glass bowl. Don't be alarmed if the bowl does not completely fill up immediately. It will once the air is bled out of the lines and carburetor. Next, check the fuel line between the fuel bowl and the carburetor.
Depending on your car, you may have a piece of rubber gas tubing with small clamps, a copper gas line with compression fittings, or like my car, a rubber line with crimped swivel fitting. I can easily check for a fuel line blockage by opening the drain valve on the bottom of the carburetor float bowl. If I get a good flow of gas streaming out the drain valve, I know the line is not clogged or kinked. If there is a weak or no flow at all, remove the end of the fuel line connecting to the carburetor. If you get a good stream of gas, the line is clear and the problem is within your carburetor. In my case, I had a good steady stream of fuel from the carburetor drain so I needed to keep looking further.
Since I knew I was getting fuel to the carburetor, the next thing I needed to check was to make sure the gas is actually getting into the combustion chamber. Without the right amount of vaporized fuel in the combustion chamber, you could wear out your cranking arm pretty quickly without any results.
An easy way to check if fuel is getting into the combustion chamber is to pour a small amount of fuel into the priming cup located on the right side of the

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Troubleshooting continued from Page 7

engine. You can also remove the spark plug and pour some gas into the cylinder through the plug hole in the head. Before opening the priming cup valve, make sure the bowl is clean. Over time, mine had a small accumulation of crud inside. I gave it a quick spray of engine de-greaser and used a rag to wipe out the bowl. Once the bowl was clean, I used a small plastic eye dropper to fill the cup, then opened the valve to allow the fuel to run into the combustion chamber. After closing the valve I turned on the ignition switch, set the timing lever to the typical starting position and cranked the engine. This time I got ignition but since there was only a small amount of fuel in the engine it did not continue running. It looked like I had narrowed down the problem of fuel was not getting from the carburetor to the engine. There are a couple things that could cause this. First, the engine may be worn to the point it is not creating enough vacuum on the compression stroke to pull the fuel into the combustion chamber. And second, the valves inside the carburetor are not sealing properly. Since my motor car ran beautifully on three previous runs, I figured it was most likely the carburetor valves. At least I was hoping it was the carburetor since the cost of rebuilding the motor would run about $1,000 if I sent it out to have it rebuilt. I could probably do the job myself, but since my spare time is limited, I would probably miss out on the 2013 excursions.
Since the carburetor rebuild was going to be the fastest and cheapest route I removed the carburetor and started to disassemble it. Each part was inspected for signs of wear. I knew I at least needed a full gasket and spring set and possibly new valves and seats. Once I got the valves removed, I could see a wear ring in the valve sealing face. The seats also had some small indentations which could account for my engine starting problem. All of the brass parts inside the carburetor; needle valve, float needle valve and seats looked fine so I decided to reuse them. I have prepared another article on the C5 overhaul that can be found on page 9.

RPI 2012 Annual Meeting

Restoring a Fairmont MT14M:

By Frank Hamadock

When I started my 3rd “from the ground up” restoration on 20 June 2012, it was supposed to be a project that lasted me through the winter and into spring of 2013 however, so much for that plan. Being retired, I worked on some portion of this motorcar restoration every day after getting it home. For me, it is a very rewarding although extensive job to restore a motorcar from the ground up. Every nut and bolt was replaced, every piece was inspected, restored or replaced and is now in a condition just as the manufacturer built it.

This is what the speeder looked like when taken out of service.

Frame dismantled and inspected.

Engine/trans inspected/reworked

Engine fine tuned before installation.

All parts inspected/cleaned/painted

Frame layout for squareness check

Frame assembled/engine mounted

Restoring a Fairmont MT14M continued on Page 18

Member Spotlight:

Mr. Frank Glatzl

Frank grew up in eastern North Dakota in the little town of Casselton. Casselton is where the Northern Pacific and The Great Northern mainlines from Chicago to Seattle crossed so there was always plenty of railroad action through town. Mom says that the first thing I ever wanted was a toy train so as it goes, if it's railroad related, I'm game and have been for a long time!

In high school, I had a great shop teacher who was always in the shop after school and welcomed those of us that wanted to come in and work on projects. We had a very well equipped shop where we could do or make just about anything. WE had wood working tools, welding equipment, a machine shop, a small foundry, small engine shop and a hydraulics shop. When I graduated from high school, I enrolled in the Mechanical Engineering Program at North Dakota State. After attending there for 2 years, I decided that I wanted to be the guy that makes the stuff (not design it) so I transferred to North Dakota State College of Science in their machine tooling program. I graduated from there 2 years later in 1987 and was hired by 3M in Austin, Texas as a tool and die maker hired to make plastic injection molds for electronic connectors. One of my many hobbies includes model trains and as a mold maker, I wanted to work for a company that made model railroad items. That opportunity came in 1996. A little company in Northern Illinois, Accurail, was looking to expand their operation to include making their tooling in house. At that time they offered a line of HO scale freight cars. To that point, they were outsourcing all their mold work to local shops. I went there and helped set up their tool and die shop. It was while I was living in Illinois that I became exposed to the hobby of motorcar collecting. I attended the Galesburg Railroad Days one summer and there was a display of maybe 4 or 5 motorcars. I thought they were neat but wondered, what could you do with them besides display them once in a while? I had no idea that opportunities existed to actually operate them. I didn't think much more about them until years later. I was at Accurail about 4 years when the owners decided they wanted to sell out and thought they had a buyer. The new owner was planning to move the business and I had no interest in going where they planned to move so, I was looking for a new job. The opportunity to come back to 3M in Austin presented itself and I took it.

Member Spotlight continued on Page 10

A Lifelong Dream Fulfilled:

By Philip L. Hopper

My recent introduction into the world of railcar operations fulfilled a lifelong dream that started when I was about ten. I grew up in Manchester, Connecticut and lived next to the old New York and New England line which went from Hartford to Providence, Rhode Island. Every Saturday I would go up to the tracks and wait for the local freight (NX-20) to arrive from Hartford. For weeks I watched the old, weather-worn RS-3 shuffle cars in the yard. Finally one day the engineer asked if I wanted to ride in the cab. I climbed up the stairs and entered another realm of sure bliss. I was surrounded with all the sights and sounds of railroading: the old ALCO struggling to move the heavy cars, the deafening sound of a sudden air brake release, and the all-too-familiar smell and sight of the thick black smoke emanating from the ALCO engine, and the thrill of waving to people when we passed over grade crossings. Over the months I transitioned from riding in the yard to staying with the crew all day as they travelled to eastern Connecticut. My only chore for this privilege was to sweep out the old red hack during the trip - a simple request for a lifetime of memories.

The beauty of branch line train operations is there is no timetable or rigid rules to follow. In the fall we would often stop the train between towns to pick bittersweet and bay berries for holiday decorations (a true Connecticut Yankee tradition). I can remember the caboose piled so high with bittersweet and bay berries that you couldn't walk from one end to the other inside. On the trip home I would stand on the rear platform of the caboose. I was almost mesmerized by the sound of the clickety-clack of the wheels on the rail joints, the undulating movement of the caboose back and forth, and the sight of the rails travelling off in the distance. Every Saturday I repeated this until I finally went off to college in Iowa. The seed was planted and I could only imagine what it would be like to be a real railroad engineer.

I spent the next four years in Ames, Iowa attending Iowa State University. I would often drive my 1937 Chevy Coupe down to the Chicago and North Western mainline to study intently until the next train approached. Then, put down the books and watch trains. After college I joined the Chicago and North Western railroad as a brakeman. I rode EMD SD-45s of the Chicago and North Western and tired F-units of

Lifelong Dream continued on Page 10

Member Spotlight continued from Page 9

Shortly after moving back here, my friend, Ken Keels, called me one day and asked if I wanted to go to an auction in Navasota, TX. A widow there was auctioning off her husband's collection of railroad related items. This guy was a collector and as I recall, he had an old Santa Fe depot that he moved to his back yard to store all of his other collectables in. In his collection, there was an M19 and a push cart. Ken said he was after the motorcar. I asked why he wanted that – he is a collector of railroad items as well but didn't see the fit for a motorcar. He proceeded to tell me about NARCOA and that you could actually run them! Okay – I was game. We came home with the M19 and the pushcart. They both had been displayed on a little piece of panel track in front of this guy's depot for years so they were in pretty rough shape. It became obvious that it was going to be a while until the M19 would be ready for the rails so Ken began his search for something in better condition.

We made a weekend road trip to Dan Brown's in St. Louis to see what he had to offer. Ken was hoping to get his hands on a car that came off the SP and was disappointed to find that Dan did not have anything to offer. We looked over what Dan had and decided on a MT19. We had to rebuild an engine for it as the original had a hole in the side of the block where a connecting rod escaped but in general, the car was in pretty decent condition.

As time passed, Ken found an SP car and several others to go with it to the point where the original MT19 was taking up space in his garage and he talked about selling it – I asked him for first dibs on it and later bought it much to the dismay of John Pattison!☺ He wanted to know how the MKT car could possibly change hands without it being public knowledge that is was for sale! I became a licensed NAROCA operator in 2002.

My wife, Cindy and I live in Cedar Park, TX and have one child, Morgan. Fortunately for me, they both love riding the rails as much as I do so by this time, most of you RPI members have met them on an excursion at one time or another. My other hobbies include woodworking, photography and model railroading. I am currently working on a HO scale layout that occupies a 15' x 42' room in our house. I model an area in northwest Nebraska – Burlington Northern's Crawford Hill line. It is mainly a coal hauling main line that has a steep enough grade that all coal trains require manned helpers to get to the summit approximately15 miles from Crawford. I still work at 3M but now work in the Design Engineering department instead of the tool and die shop. I still have access to the shop to do my "Government work" as we call our personal projects. Comes in handy when you have a rail mower as cantankerous as the one we have!☺

Lifelong Dream continued from Page 9

the Chicago Great Western Railroad. During some of my many "road" trips I was allowed to run the locomotives. This was the fertilizer that nourished the seed planted years ago when I was a child. As luck would soon have it, I applied for a hostler position on the connecting Union Pacific railroad. This would eventually lead to my lifelong dream of becoming a real railroad engineer. Now with all good trips, there is always the possibility of a slight delay or derailment. I applied for and was offered the hostler position on the Union Pacific Railroad however, at the same time I was going through a divorce. In the divorce I was granted full custody of both my children, ages 5 and 8. How could I be an engineer gone for several days at-a-time and still raise two young children? The answer was simple but probably one of the hardest decisions I had to make. I gave up the position on the Union Pacific Railroad and settled into the routine of becoming a single-dad with two children. The dream was doused but not totally extinguished!

Move forward through time about 30 years. As the years rolled by I still dabbled with railroads but never anything serious. Then, if by divine guidance, I stumbled on an article about speeders on the internet. I can still remember hearing the signal maintainers riding the speeders as they passed by my house in Connecticut years ago.

Further research brought me to the RPI website and a resurrection on my dream. I took a chance and drove to Llano for one of the work sessions. I arrived in Llano early and nobody was there. As I started to return to San Antonio, a little voice inside me said "You have to stay"! After about 30 minutes of patient waiting, I was greeted by the warm smile and firm handshake of my first RPI contact: Leland Stewart. I joined the association immediately and accepted Leland's generous offer to ride with him for the day.

So, how long did it take for me to decide to buy my own railcar? That time would be measured in nanoseconds. After we moved away from the wye and proceeded in an easterly direction, I was again mesmerized by the sound of the clickety-clack of the wheels on the rail joints, the undulating movement back and forth, and the sight of the rails travelling off in the distance. It was if I had been transported back in time almost 50 years to the back platform of the caboose of NX-20.

I rode several speeders in the coming months and decided to purchase a large Fairmont A-4D in Acton, Maine. I hauled the heavy car almost 2,200 miles to San Antonio.

Finally, on the 27th of October I took the car on its first run. I was in pure heaven! Once again I was mesmerized by the sights and sounds of railroading but with one exception . . . now I was the engineer! Life had come "full-circle" and my lifelong dream of becoming a railroad engineer had been realized.

Lifelong Dream continued on Page 11

2-Cycle C5 Carburetor Rebuild – Or How I Spent my Christmas Vacation.

By Mike Businger

After a few hours of troubleshooting and consulting with a few knowledgeable RPI guys, I narrowed down my problem to the carburetor. Why did I come to this conclusion? Well, first, I know I'm getting a spark from the coil because when I removed the spark plug and grounded it to the engine block, a nice spark jumped across the plug gap. Is it a perfect spark? Since I haven't really compared a great spark to a weak spark, I can't say for sure. But for now, I'm going to assume its good enough. The spark plug is new, the plug wire is new, and the coil is less than a year old and when testing the resistance between the COM terminal and the PLUG terminal, it was within the limits. I also know I have compression, not sure exactly how much since I can't seem to find a pressure gauge that will fit the 18mm spark plug hole, but when I crank the engine, I feel resistance as the piston moves up in its compression stroke. I was told a brand new or rebuilt ROC engine should produce between 52 and 55 PSI. Two weeks prior to my car not starting, my car ran beautifully on the Llano fall excursion; chances were pretty slim it lost compression sitting on the trailer waiting for the next excursion. So, for now, I'm going to assume I have at least enough compression to ignite the fuel. I know I have gas to the carburetor since I can open the drain valve on the bottom of the fuel float bowl and get a steady stream of gas. But what I am primarily basing my opinion on is the fact that after cranking my engine over a couple hour period while trying to troubleshoot my starting problem, if I open the crank case drain, no fuel comes out. Over the last year, I became very familiar with how easily my engine can become flooded and having to drain the excess gas in order for it to start. The engine also showed signs of wanting to kick over when I added fuel to the priming cup. Since I knew I was getting gas to the carburetor but not into the engine, I decided removing the carburetor and rebuilding it would be my next move.

So exactly what does the carburetor do? We know that any engine whether it is a ROC, Onan, gas powered generator, older non-fuel injector automobiles, etc. needs gas, air, compression, and correct timing to run. The carburetors job is to control both the air and gas mixture in order for the engine to run. A gasoline engine burns gas to create pressure inside the cylinder which is then

C5 Carburetor Rebuild continued on Page 12

Special note: My father (aged 95 and still living in Connecticut) saw the speeder after I purchased the car in Maine. Dad told me that his secretary at Pratt & Whitney Aircraft had a father who was an engineer on the New Haven Railroad. The secretary's father would often tell stories of a young boy the crew called "Whitey" (because of his light colored hair) who rode his train (NX-20) for years. You guessed it . . . he was talking about me! It is certainly a small world we live in and with patience all dreams can come true!

Originally purchased by the Milwaukee Railroad, the Fairmont car spent the majority of its existence on the Canadian Pacific Railroad. This is where the original engine was removed and a Lister-Petter diesel installed.

Loading up the Railcar in Maine for the Long Trip Back to San Antonio.

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C5 Carburetor Rebuild continued from Page 11

harnessed to create motion for our motor cars. Surprisingly, it only takes about 10 milligrams of gasoline per combustion stroke to create this motion. The goal of the carburetor is to mix the proper amount of air and gasoline to make the engine run efficiently. In my case, I have a ROC 2-cycle engine which requires the operator to manually control this fuel / air mixture. As the piston moves towards the cylinder head, it is in the "compression stroke"; it is compressing the air / fuel mixture inside the cylinder. This causes the engine to create a vacuum which draws fresh air into the carburetor air intake. The air intake is controlled by the choke plate. The engine vacuum also draws gas from the float bowl through the mixture valve to mix with the incoming air. The fuel / air mixture then passes through the open check valve into the combustion chamber of the engine. Once the vaporized fuel is compressed inside the cylinder, the spark plug ignites the fuel. As the fuel burns, it rapidly expands, which increases the pressure inside the cylinder forcing the piston away from the cylinder head, known as the power stroke. The power stroke causes the pressure to build back towards the carburetor, forcing the check valve to close to maintain the compression inside the cylinder. As the piston moves away from the cylinder head, the exhaust and intake ports are uncovered allowing the burned gases to exit out the exhaust pipe and fresh gas / air mixture to refill the compression chamber. Once the engine is running, this process repeats itself in rapid succession making our motor cars move down the track.

Starting a cold engine requires a "richer" mixture, higher ratio of gas to air. Once the engine is warmed up, a "leaner" mixture, lower ratio of gas to air, will make the engine run best. We also need a "richer" mixture when idling compared to the "leaner" mixture when running down the track at normal speed. The mixture is controlled by two devices, the needle valve and choke. Closing the needle valve reduces the venturi opening lowering the amount of gasoline to pass through and mix with the air. Closing the choke plate closes the air intake reducing the amount or air available to mix with the gasoline causing a "richer" mixture. Since I suspected either the check valve or air valve was not seating properly causing my engine not to start, I decided to remove the carburetor for rebuilding. All the parts required to rebuild the C5 carburetor are available from Dean Marks at www.fredericksburgshops.com. Miscellaneous items such as engine de-greaser, carburetor cleaner, and gasket sealers are available from your local automotive parts store. At a minimum, I knew I would need a complete gasket and spring kit, two check valves, two check valve seats, and the two valve stems. Each part inside the carburetor would be inspected for damage or wear and added to the parts list

C5 Carburetor Rebuild continued on Page 13

Lifelong Dream continued from Page 11

NX-20 traveling east through Bolton Notch on the way to Willimantic in the late 1960s. The line was abandoned beyond Manchester soon after this picture was taken.

This is an early photograph of the railroad yard in Manchester where I rode NX-20. I remember my mother taking me on my first train ride (to Willimantic) in a Budd car. The station was still active into the 1950s when we took that trip.

Railhams On The Move

By Marty Reimer

RPI Excursion Crossing Lake LBJ at Kingsland Texas

as needed. Here is how I rebuilt my C5 carburetor.
Over time, the outside of the carburetor and engine gets an accumulation of grime. So after giving the carburetor a generous spraying with engine de-greaser, I removed the air breather hose connecting the air filter to the back of the carburetor. The hose is held in place by two screw type hose clamps. Next came the fuel line. This required two wrenches, a 7/16" to hold the male hose fitting in the fuel strainer body and a 9/16" wrench to loosen the female fitting. Care needs to be taken to prevent stripping the threads on the aluminum strainer body. Next I had to remove the fuel mixture rod from the adjusting rod sleeve. In order to remove the mixture rod, I first had to remove the choke control wire. When I originally bought my motor car, the choke control wire on my car looked like a short length of baling wire twisted and wrapped around the rod. I had replaced it last year with a short length of 0.32" piano wire. One word of caution, do not use a standard wire cutter to cut piano wire. It will damage the soft cutting edge. Special wire cutters made by Xuron are available in most hobby shops. To disconnect the choke control wire, simply rotate the choke lever on the side of the carburetor air intake housing until the end of the control wire can be slipped out of the choke wire connecting sleeve. Now that everything was disconnected, all I had to do was remove the two nuts securing the carburetor flange to the engine block. Since my car has the dual belts, there is a lot less room to work in the engine tunnel, but after a little wiggling, the carburetor was out of the engine tunnel.

The first thing I did was inspect the fuel line. While it wasn't leaking, the rubber was starting to crack so it's only a matter of time before I have a leak. I'll replace the line when I put the carburetor back in after the rebuild.
My next steps were to disassemble the carburetor and see what parts I needed to order.
I like to lay the parts out in order as they come apart. That way when I start to reassemble the parts, I know what order they go back in.

C5 Carburetor Rebuild continued in column to right

I do have a cut-away view of the carburetor in my Fairmont service manual along with a parts list with part numbers, but laying out the parts helps make sure I don't miss anything.
The first assembly I removed was the float bowl. This is the large bowl on the bottom of the carburetor with the brass angle drain valve. Once the drain valve is removed, the entire aluminum bowl can be separated from the carburetor body. Inside is the float and needle valve. A smaller bowl attached to the bottom of the float bowl is the strainer bowl. Remove the acorn nut to separate the stainer bowl from the float bowl. Inside the strainer bowl is a fine brass screen mess strainer. This strainer is press fit onto the needle valve seat.

There are two brass bearing screws on the outside of the float bowl, one on each side. Remove both of these screws being careful not to loose the float hinge pin. Slide the hinge pin out and remove the float assembly. Carefully examine the float to see if it is damaged. If there is gas inside the float, it has a leak and must be either repaired by soldering the hole or replaced. In my case it looks good so I'll reuse it. Check the tabs on the support arm to make sure they are not bent. Also exam the hinge pin. The float must move up and down on the hinge pin smoothly to control the amount of gas into the carburetor. While mine looked good, I used a small piece of Emory cloth to polish the pin.

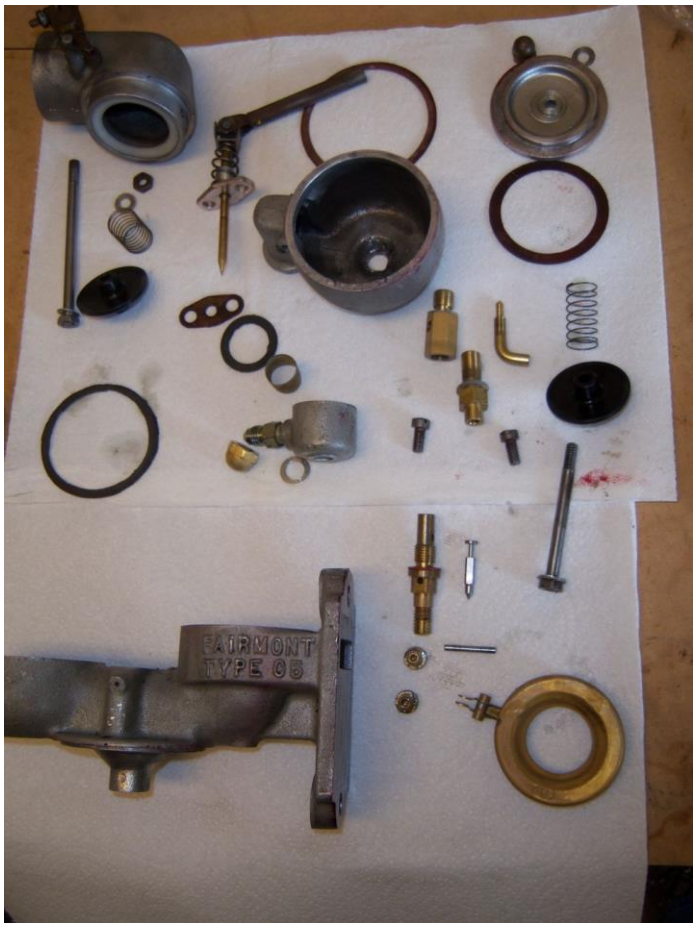
C5 Carburetor Rebuild continued on Page 14

Next I removed the mixture control needle valve guide from the top of the carburetor body. Two screws hold the guide in place. I plan on replacing all of the gaskets and springs so I removed the needle spring lock by unscrewing the needle valve from the guide housing. I carefully inspected the small universal “spider”, everything looked to be in good shape. While I had the needle vale out, I inspected the tip to make sure it wasn't damaged from many years of over-tightening the mixture valve. Mine came to a nice smooth point. Again, using the Emory cloth, I polished the needle valve stem and tip to make sure there no rough spots.

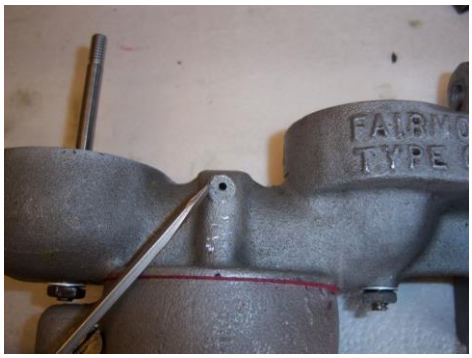
I then removed the acorn nut from the top of the check valve cover. Once the nut was removed, I removed the cover, check valve spring, check valve, and the check valve stem. In order to operate correctly, the check valve needs to make a good seal on the valve seat. If the seat or valve is damaged, you won't get a good seal, resulting in loss of compression. I inspected the valve and seat and found a small amount of wear on both the valve and the seat. Since I was experiencing difficulty starting my engine, this could be a potential trouble spot. The following figure sows the black marks indicating where the seat is grooved. The valve faces had similar marks but since the valves are black, it was difficult to see them in a picture.

The last piece removed was the choke plate / air intake housing. There is a nut on both ends of the valve stem so removing either nut will allow the casting to be removed from the carburetor body. Inside the choke plate housing is the air valve and seat; similar to the check valve already removed. The following figure shows the entire carburetor disassembled.

C5 Carburetor Rebuild continued in column to right



While the carburetor is disassembled, I used a spray carburetor cleaner to clean the inside of the parts. There is a vent hole on the side of the housing that can become clogged. Use a small diameter wire and carburetor cleaner to make sure the passage is clear.

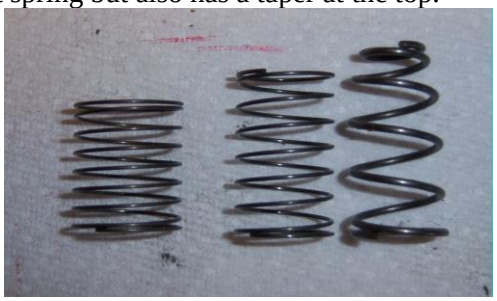


I ordered my parts through Dean Marks. My order arrived on Saturday, December 22. I was on vacation from work for the rest of the year so I couldn't wait to start working on my motor car again. I started off by installing the new valve seats. The original seats were removed by prying up the inside lip using a small flat blade screw driver. When installing the new seats, it is critical to make sure the seat is fully seated in the grove in the aluminum housing.

C5 Carburetor Rebuild continued on Page 15

I first hand pressed the seat into position. I then used a large fender washer on top of the seat and used a bolt and nut to draw the seat into place being careful to not to damage the seat. The threaded end of the bolt was inserted through the hole in the aluminum carburetor hosing, through the seat, and through the fender washer. I put a nut on the bolt and hand tightened it so the washer was flush on the top of the valve seat. I then used a small box wrench and slowly tightened the nut drawing the seat down into the groove making sure it was fully seated in the bottom of the groove. The following figure shows the two new seats installed. The new seats are black compared to the old white nylon seats.

After the new seats were pressed in, I started reassembling the remaining parts using all new gaskets and springs. The gasket kit contains several types of gaskets; metal nylon, and fiber stock. They can be easily identified by matching the old gasket as you remove them to the new gaskets. Before installing a new gasket, make sure the old gasket is completely removed and the gasket surface is clean and smooth. I used a single edge razor blade to scrape the old gasket off. A Dremel tool with a wire brush also does a good job of removing the old gasket material.
There are three different springs in the kit, it's important to get them in the correct location. The shortest spring; 1" long, is the air valve spring; part number A-1361. The middle spring in the following figure is the check valve spring; part number EZ456. It is 1 5/16" long. The third spring is the mixture valve spring; part number A646. It is easy to identify because it is the longest spring but also has a taper at the top.



C5 Carburetor Rebuild continued in column to right

I used my Fairmont Service Instructions manual to make sure I had the springs in the correct location.
I installed the new valve stem through the aluminum housing, slipped on the correct spring and slid the new valve into place making sure I had the valve facing the correct direction. Before installing the new gasket, I sprayed it with a light coat of Permatex gasket sealer to make sure I didn't get any leaks. The gasket sealer is the red coloring you see in the figure below. After spraying the gasket, it will get quite tacky which helps hold the gasket in place during reassembly.

The valve assemblies were then inserted in their respective housings. A small metal gasket is installed on both ends of the stem before installing the nuts. The bottom nut is a standard nut while the top is an acorn nut. Use a small set of wrenches to avoid over-tightening the nuts and damaging the valve stem.

I next moved to the float bowl. Screw the needle valve seat into the bottom of the carburetor housing. Next, insert the float needle valve into the brass seat. Then screw the float needle valve seat into the bottom of the float bowl housing. The float is marked with the word "TOP stamped in the metal. Insert the float into the float bowl making sure the hinge tabs are engaged in the groove on the needle valve. Slide the hinge pin through the hole in the side of the housing and through the float hinge opening. Insert the hinge pin bearing screws, one on each side of the housing making sure the hinge pin is aligned with the bearing screw. Once the bearing screws are tight make sure the float moves freely on the hinge pin.
With the float held in it's upper position and the float valve seated, the top of the float should measure between 3/8" to 7/16" below the top edge of the bowl as shown in the following figure. If the float does not close the float needle valve when the bowl is full of fuel, you will see gas dripping out of the vent hole on the side of the carburetor body.

C5 Carburetor Rebuild continued on Page 16

I installed a new filter screen and gasket in the fuel intake bowl, installed a new fiber gasket on the bottom of the float bowl, and slipped the bowl onto the bottom of the brass needle seat housing. The filter screen is pretty fragile so care must be taken to make sure it is seated properly otherwise it could become crushed when the housing is installed and tightened. A metal gasket and acorn nut was used to hold everything in place. Again, do not over tighten the acorn nut. The following figure shows the completed assembly.

The float bowl assembly was then installed on the bottom of the carburetor body using a new fiber gasket. The brass drain cock with a new nylon gasket was used to hold the float bowl to the carburetor body.

The fuel mixture screw needle valve assembly was put together using the new lock spring and gasket. Two screws hold the assembly to the top of the carburetor housing. When closing the mixture screw, do not over tighten it or you will damage the needle valve face or seat making it difficult to correctly adjust the fuel mixture. I typically will close the needle valve just until I feel pressure and then back off about an eight of a turn.

The following figure shows the completed carburetor ready to reinstall on my motor car. As I mentioned earlier, when I removed the fuel line, the outside rubber was starting to crack. Although it was not leaking now,

C5 Carburetor Rebuild continued in column to right

since it was already apart, now was a good time to replace it to prevent a problem later on down the track. I used a new gasket when mounting the carburetor to the engine block to make sure I had a good seal. All that is left is to reconnect the fuel line and air filter hose and crank it up!

Overall, the rebuilt took about 2 hours to compete. The most difficult part was making sure the valve seats were not damaged while I pressed them into place. Cost of the parts was roughly $100.00.

Items For Sale: (Sell your items here)

Onan CCKB Breaker Box - This is a Onan CCKB points breaker box. It is in very good condition and comes with the mounting hardware and the points plunger. $50.00 Contact: Frank Hamadock, 240 Deer Mesa, Cibolo, Texas. 78108 Phone: 210-316-1883 E-Mail: frankhamadock@msn.com

Items I Am Looking For: (Let others know what you need)

Onan CCKB Starter Flange Bracket - Onan part# 191-0508. This flange bracket is used with the starter (191-0511) that does not have the starter soleniod attached to the starter. Contact: Frank Hamadock, 240 Deer Mesa, Cibolo, Texas. 78108 Phone: 210-316-1883 E-Mail: frankhamadock@msn.com

Free – Come and Get It: (Get rid of what you no longer need)

First work gang on RPI's new track segment – McDade, Texas.
Picture taken by Nancy Light

Rear axle and chain installed

Frame assembly continued

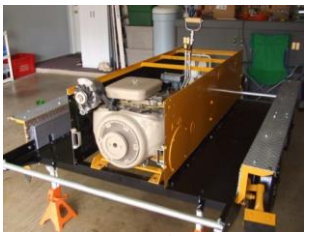
Front axle assembly installed

Side panels/turntable installed

One rear wheel bearing replaced

Both front wheel bearings replaced

Exhaust system/fuel pump installed


Tunnel sides test fit

Tunnel side/rear light installed

Starting installation of wiring

Controls/relay's/fuel tank installed

Lift handles/first aid kit installed

This speeder, serial number 254446, was manufactured by Fairmont on 10-28-85, was purchased by the Union Pacific for and shipped to the Missouri Pacific being delivered in Marshall, Texas. The Missouri Pacific assigned it road number C-461.

Restoring a Fairmont MT14M continued in column to right

After the Missouri Pacific retired the car from active service, it was placed into storage and later purchased by RPI member Gary Hamilton of McKinney, Texas. I purchased it from Gary on 16 June 2012. Before the end of 2012, this speeder will enter its new life as a hobbyist motorcar operating under the NARCOA and RPI flags.

Body wiring/fire bottle installed

Tunnel covers finished/installed

Painting the various body sections

The painting continues

Body Panel Installation

Front panel installed

Inside carpentry work started

Rear body section completed

Front body section completed

Doors installed and aligned

Although I am very happy with the overall finish, I must admit that I am not "Rembrandt". I will now start working on all of the NARCOA required items like the tow bar, tow bar hitch, horn, lighting and the long final quality control inspection and then on to some sound proofing. I will be a very happy camper if this car runs and operates as good and as easy as my 4 seat MT14L does.

Restoring a Fairmont MT14M continued on Page 18

Restoring a Fairmont MT14M continued from Page 17

Restoration completed

This has been a very rewarding and enjoyable project. After completing this restoration last November, I sold it to a gentleman that had been looking for an MT14M for years. My next projects will be rewiring my MT14L and overhauling/rebuilding a couple of Onan CCKB engines.

Up Ahead:

February 9 – 10

Border Pacific Railroad (former Missouri Pacific)
60 round trip miles between Penitas and Rio Grande City each day. Track parallels the Mexican border along the Rio Grande River. Sturdy shoes and long pants required. No shorts or tennis shoes. Mentoring by permission only. Hyrails welcome.Trip fee of $50 includes railroad fees. Trip information available at Railroad Partners, Inc. EC Leland Stewart, 10057 Palomino Canyon Converse, TX 78109 (210) 863-5397 cell

February 16 & 17, 2013
RPI Work Session Llano, Texas or Giddings, Texas. Exact location and details to be announced.

March 2 & 3, 2013
RPI Work Session Llano, Texas or Giddings, Texas. Exact location and details to be announced.

March 16, 2013
Potential Excursion on a new RR (Negotiations currently underway). Details to be announced.

March 30 & 31, 2013
RPI Work Session Llano, Texas or Giddings, Texas. Exact location and details to be announced.

April 6 or April 13, 2013
Potential Excursion on a new RR outside of Texas (Negotiations currently underway). Details to be announced.

Membership Listing:

This is a combined 2012/2013 membership roster. As the membership for 2013 becomes known, it will be updated and posted in **Bold** type. The (M) indicates that you own a motorcar. 36 motorcars owned by RPI members.

Kermit Baese
Glen Banzhaf
Michael Barnette (M)
Nanette Brock
Rich Businger
Mike and Valerie Businger (M)
Rene Carbajal, Jr. (M)
Robert Casares (M)
William Chidester (M)
William Cook
Jeff Cooney (M)
Jason Davis (M)
Bert Dockall (M)
David Doege (M)
Fred Fabian (M)
Jason Fowler (M)
Don and Joann Frisbee (M)
Doug Gentles
Frank Glatzl (M)
George Gray
Dennis and Debra Gries
Frank Hamadock (M)
Mike and Donna Harris (M)
Gary & Linda Hamilton (M)
Philip Hopper (M)
Lou & Molly Houck (M)
Brian Howell
Don Kendall (M)
George Kemper
Robert King (M)
Jerry and Nancy Light (M)
Myron Malone (M)
Ed Michal (M)
Gregory Michelin
Samuel Navarro
Bradley Nelson (M)
Ron and Grace Pereida (M)
John and Lisa Pattison (M)
Ricky Prentice (M)
Gilbert Prudhomme (M)
Martin Reimer (M)
Leon Sapp (M)
Ellroy Sandford (M)
Brian Schenk
Gene Sinclair (M)
Ralph Stenzel
Leland Stewart (M)
Rocky and Marilyn Thornton (M)
Charlie Turner (M)
Stephen and Delores Wanderman (M)

May Issue:

- "Presidents Comments"
- "On The Rails"
- "Member Spotlight"
- "Featured Motorcar"
- "Unique Article"
- "Tech Talk"
- "Unique Article"
- "On Top Of Safety"
- "Llano Branch "

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This newsletter is written by and for all of the members of Railroad Partners, Inc. and is intended to provide a platform to share our experiences, knowledge, guidance, friendship and love of the hobby. My sincere "Thanks" to all that have contributed.